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**Council Bluffs, Iowa**  
**October 31<sup>st</sup> – November 1, 2000**

**Sponsored By:**  
**Iowa Safety Management System (SMS)**  
**Federal Highway Administration (FHWA)**  
**Iowa Department of Transportation**  
**Iowa Governor's Traffic Safety Bureau**

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### **SUMMARY OF PROCEEDINGS - AGENDA**

#### **Opening Remarks**

Tom Welch, Iowa SMS Chairman, Iowa DOT Safety Engineer  
George Ostensen, FHWA Director of Field Services, Midwest  
Romell Cooks, NHTSA Regional Administrator, Region VII

**FHWA** Rudy Umbs, Director, Office of Safety Design, "Lighting the Fire"

**AASHTO** Peter Rusch, "AASHTO Strategic Highway Safety Plan"

**TRB** Leanna Depue, Transportation Safety Management Committee Chair  
Kathleen Hoffman, Sub-committee Chair

**Roadway Safety Foundation** Kathleen Hoffman, Executive Director

**NAGHSR:** (Barbara Harsha, Executive Director Unable to attend)

**NHTSA** Donald J. McNamara, Regional Administrator Region V

**Iowa** Tom Welch, Iowa Department of Transportation, Traffic and Safety Engineering  
"Iowa SMS Staying Alive"

Bob Thompson, Iowa Dept. of Public Safety, Governor's Traffic Safety Bureau

#### **Washington**

Dan Sunde, Washington State Technology Transfer Center, Highways & Local Programs  
Service Center, "Local Agency Safety Management System"

#### **Wisconsin**

Peter Rusch, WSDOT, Wisconsin Traffic Safety, "Strategic Change Event"  
Martha Florey, WSDOT, "Integrating Disciplines: Statewide And Community Safety  
Programs That Work"

#### **Michigan**

Kathy Farnum, Michigan Office of Highway Safety Planning, "Integrating Partnerships in  
Highway Safety"

#### **Pennsylvania**

Thomas E. Bryer, Bureau of Highway Safety & Traffic Engineering, Pennsylvania  
Department of Transportation, "PA DOT Safety Initiative"

#### **Oregon**

Troy Costales, Transportation Safety Division, Oregon Department of Transportation,  
"Community Transportation in Oregon- Things Look Different Here."

#### **Florida**

Walter Wobig, Kissimmee Police Department, Florida CTST Coalition Chairman and SMS  
Steering Committee Representative. "Florida's Safety Management System (SMS) and  
Community Traffic Safety Teams (CTST's)".

#### **Future Thinking Discussion** (notes follow)

#### **Other states represented:**

Illinois, Indiana, Kansas, Minnesota, Missouri, Montana, Nebraska, Ohio, South Dakota,  
Washington DC, Wyoming.

## SUMMARY OF PROCEEDINGS – Content

### **What is the status of multi-disciplinary approaches to highway safety in states?**

The general observation of participating states is that each state has unique circumstances that define their institutional, historic and relational strengths and barriers. There is no single structural or procedural approach to implement for success.

### **Attendee Comments On Key Elements Identified For Success Included:**

- Management buy-in
- Local buy-in, problem solving, ownership, and implementation
- Institutional bridges between disciplines- either in structural design or in practice
- Passionate leadership of people who won't give-up on their vision for improved highway safety, despite setbacks or delays
- Events or processes designed for collaboration and goal-setting
- Ongoing communication through institutional processes, periodic reporting, meeting with peers and partners, and promoting success in written communication
- A framework / format (like AASHTO's Strategic Plan) to help identify and connect all the related areas, disciplines and initiatives
- Goal-setting, measuring and evaluation, and quantifying success in tangible terms
- Funding processes that provide a reasonable balance between accountability and flexibility
- Ongoing availability of consultation and resources from peers and professionals at the local, state, and federal levels.
- Ongoing inclusion of various disciplines and changing partnerships

### **Summaries of state programs**

**Iowa** chose to retain its "Safety Management System" after the federal mandate was withdrawn. The official program leadership remains in the Iowa Department of Transportation with key co-leadership in the Department of Public Safety, Governor's Traffic Safety Bureau. Iowa's multi-disciplinary community has a strong tradition from 25 years of the Iowa Traffic Control and Safety Association (ITCSA), a dedicated State Traffic Records Committee (STRAC) and key collaboration between the Department of Transportation, the Department of Public Safety, and the Department of Health. SMS sponsors ongoing efforts of STRAC and publishes an annual Speed Limit Report, along with funding a number of specific studies, pilot projects and implementation assistance for design, data and technology enhancements. Over 30 volunteers represent various public and private entities on the SMS Coordinating Committee. These and many others serve on specific task forces and oversight committees as projects and recommendations are approved and/or funded by SMS and its partners.

Iowa's SMS is positioning itself to be more effective through compiling its Strategic Highway Safety Plan "Toolbox" of *potential* highway safety strategies that provides a resource for safety practitioners without the confines of identifying and promoting only a few specific recommendations. The "toolbox" will include, public responses to the strategies from a public opinion survey, best practices and successes of similar programs gathered by sponsoring a multi-state peer exchange, and strategies that expand the SMS mission to involve more related disciplines and more local focus in implementing potential strategies. The Iowa Department of Transportation has also committed fulltime staff to the efforts and SMS members expect renewed success in the months following DOT's 2000 reorganization.

**Washington** has focused on a local agency safety management system, administered through their Technology Transfer Center. The local agencies include over 400 autonomous entities, including 39 Counties, 279 Cities, 36 Tribal Governments, 70 Ports, and 27 Transit Authorities.

Washington DOT provides engineering services, crash data and also administers gas tax funds. The Transportation Improvement Board (TIB) administers state funded transportation programs for urban roadways and small cities, and the County Road Administration Board (CRAB) enforces state regulations, administers county arterial road funds, and provides computer training and software for their mandated log system.

Washington SMS seeks to keep SMS in the mainstream through becoming part of the Traffic Records Strategic plan, integrating concepts and forms into other safety programs, helping counties integrate SMS into their Best Management Practices (BMP's) and offering a variety of assistance and education opportunities to local entities.

Next for Washington SMS is collaborating in "Target Zero" efforts for reducing death and injuries, rewriting their SMS document, working with several statewide safety-related organizations, and offering more resources, education and training.

**Wisconsin** has used the AASHTO model strategic plan and WSDOT is leading efforts to develop and implement a WisDOT Strategic Traffic Safety Plan through work that includes its partner associations. They sponsored "Strategic Change Events" in August of 1999 and February and September of 2000. The attendees identified 7 priority areas and now are defining the action steps, project sponsors, team members and team leaders for each area. The discussions have addressed both the physical and human aspects of highway safety systems and behaviors.

Wisconsin government is organized with a few very large agencies. The umbrella transportation agency contains the State Patrol and the Highway Safety Office with no "public safety" agency. Within Wisconsin DOT there are at least 9 entities addressing traffic safety. This includes statutory County Traffic Safety Commissions that are required to be multi-disciplinary and include state and local engineering entities.

One of the concepts presented was "lateral leadership" as a key element in successful collaboration. Where no one has the "authority" to lead, the collaboration involves sharing and alternating leadership between partners and stakeholders. This helps build multiple interest ownership and commitment to the efforts, and also provides "political cover" for participants when needed.

**Michigan** has an Office of Highway Safety Planning (OHSP) that oversees planning and implementation of highway safety initiatives. The office vision is "To facilitate a performance based traffic safety program that encourages community initiatives and supports state level policy and resource development programs which will assist in achieving our mission and program goals." The mission is "To save lives and reduce injuries on Michigan roads through leadership, innovation, facilitation, and program support in partnership with other traffic safety professionals."

Partners include staff, universities, Michigan State Safety Commission, the Safety Management System, HSP partners and Federal agencies. The state Safety Commission was statutorily created in 1941 and coordinates traffic safety efforts of state agencies.

The Safety Management system has action teams and holds both an annual planning meeting and a Traffic Safety Summit. The MSMS is co-chaired by the Michigan State Police Office of Highway Safety Planning and the Michigan Department of Transportation Traffic and Safety Division and coordinates at least 13 action teams formed around specific safety concerns. 13 local Traffic Safety Committees statewide address safety at the local level.

**Pennsylvania** DOT has set a high level goal of reducing deaths by 5% by 2002 and by 10% by the year 2005. This equates to 74 and 148 lives saved respectively.

Their "Safe Travel Objectives" include: 1) Implement low cost safety improvements at targeted high crash sites (LCSIP) and 2) Upgrade safe driving performance through education, awareness, and enforcement. 12 crash categories were identified for improvements including some behavior and some design categories. (DUI, aggressive driving, seat belt, pedestrians, head on, curves, trees, utility poles) Since 35-40% of crashes occur on only 3-4% of the highways, targeting low-cost solutions to specific sites should yield good results.

For each objective, they have identified statistics on the number of crashes attributed to these causes, and seek to identify high incident locations where data is available. Some data will improve with better inventory processes. (I.e. curves are not formally inventoried yet.) The safer driver performance initiatives using education and enforcement are planned over four years.

**Oregon** has a Transportation Safety Action Plan that includes a performance plan and a statewide transportation improvement plan. The vision is "A safe community in every corner of Oregon" and the mission is "To nurture a collaborative network of community transportation safety programs throughout Oregon."

Oregon DOT's Transportation Safety Division includes Intermodal Safe Communities, Safe Communities Community Projects, and ACTS Oregon (Alliance for Community Traffic Safety in Oregon)

Engineering solutions include: problems identified by using crash and volume data, solutions selected from the Countermeasure Analysis Tool, priority for the fix can depend on local reaction, and the Safety Division is sponsoring this 5 year program.

Small investments can bring large returns. Examples include a \$100,000 investment in exit signing that resulted in a 50% reduction in crashes, \$8,000 for chevrons on curves reducing crashes by 40% and a \$400,000 project that has produced an \$850,00 benefit to date. 1999 figures showed the largest single drop in fatalities, lowest vehicle deaths since 1955, and lowest bicycle, pedestrian, and motorcycles deaths in many years.

**Florida** has a two-tiered multi-disciplinary approach. At the state level, the Safety Management System Steering Committee provides data and decision-making guidance for the proper allocation of transportation resources. The SMS motto has become: "Working Together for a Safer Florida". The "SMS" is coordinated by the State Safety Engineer's Office and is composed of 10 subcommittees who address specific safety areas.

The implementation of many safety strategies is carried out by Community Traffic Safety Teams (CTSTs) in local communities and counties. Over 40 of these teams form a statewide coalition of multi-disciplinary volunteers and teams receive funding and administrative support through CTST coordinators in 7 district offices. These CTST's include over 800 volunteers who participate in a coalition with statewide periodic meetings and representation on the SMS Steering Committee. By working together with interested citizens and other traffic safety advocates within their communities, the CTSTs help to solve local traffic safety problems related to the driver, the vehicle and the roadway.

Although Florida faces many traffic safety challenges, as both their population and number of licensed drivers grow, the Coalition members remain optimistic, continuing to provide direction to the individual CTSTs, and a strong network of volunteers to deliver traffic safety programs to Florida's citizens and visitors.

**Attendees' Future Thinking Discussion:**

- Use AASHTO as a format and keep the CEO's on this issue, get on their agenda
- The chair of AASHTO Safety Committee wants to do a similar activity in the NE part of the US
- The FHWA resource center can advertise what we are doing with this meeting and share the success
- Sponsor the safety engineers from the states at a meeting at the resource center / peer exchange annually and create relationships- could bring others. Consider a national gathering of state safety engineers.
- Resource centers will encourage other resource centers to replicate what we did here at this meeting
- FHWA can facilitate a network activity so we know who the safety engineers are in other states
- States can develop an agenda for this meeting if it occurs in the future
- Need to look at primary prevention and "epidemic" public health concerns
- There wasn't much discussion at this meeting of emergency responses – need to improve emergency response and trauma care which reduces deaths which started out as an injury and it wasn't handled properly
- Look at all of the causes of crash deaths going up which includes a data base for rural hospitals closing, aging population, etc.
- Need to focus on the off-system deaths and not looking only at the state highway system
- Develop an SMS list serve- a safety knowledge base is in process by FHWA
- This was not a funeral for SMS
- Need a full time person to manage SMS programs at the state level
- Market the program and look at successes that are data driven and the data manages the program

**Reports From Other States Represented:**

Illinois, Indiana, Kansas, Minnesota, Missouri, Nebraska, Ohio, South Dakota, Wyoming.

**Illinois**

SMS in place?	Not a full system but working on some of the systems
Current activities?	Accelerating some initiatives as a result of the 5 state meeting
Future directions?	They are years behind in records keeping and are hosting a conference in December to define how to proceed.

**Indiana**

Status	Four meetings at commissioner level: <i>State- ISP Superintendent, BMV Commissioners of BMV, DOT, Revenue, Operation Lifesaver, Ex Director SEMA &amp; GR/Coordinator, Federal-FHWA, FMCSA, NHTSA, and FRA</i> <ul style="list-style-type: none"><li>• Team charter developed</li><li>• Developing a strategic plan</li><li>• Have identified leadership teams</li><li>• Now Developing timelines</li></ul>
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**Kansas**

SMS in place?	Active when it was mandated
Current activities?	Crash records committee and a safety conference
Future directions?	Trying to get SMS reactivated

**Minnesota**

SMS in place?	There are some things in place but not a formal system
Current activities?	Started regular meetings between DOT and Public safety, personnel changes have helped, traffic records committee has been active. Has a meeting Scheduled in 2001.
Future directions?	May see a full SMS system in the future – looking at other states

**Missouri**

SMS in place?

Yes- needs to be re-activated.

Current activities?

Same situations as others, involve communities- also, have a statewide records system – has put together a traffic records strategic plan – Using a GIS platform and link all interested agencies records together – they have a diverse set of offices – have a lot of money in the state for safety

Future directions?

Want to get organized and set up an advisory committees – trying to get caught up

**Nebraska**

SMS in place?

Not really, got a slow start when mandated and when it went away the energy went down

Current activities?

Some committees are still in place but no decision making power

Future directions?

Developing some interagency activities such as records keeping and a CODES system – doing some of the elements but probably won't see more activity

**Ohio**

SMS in place?

Yes

Current activities?

Future directions?

Set up multi disciplinary groups

**South Dakota**

SMS in place?

Using multi agency safety groups

Current activities?

Future directions?

Probably won't be doing more to get better organized

**Wyoming**

SMS in place?

Yes- they have a committee

Current activities?

They are project based and have brought in special interests when there has been a specific project

Future directions?

There is not a direction at this time



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